(c) At Present 1366 Route Kilometres spread over the following routes have been electrified in the" State of Andhra Pradesh:

i. Makudi-Elayur

ii. Kazipet-Secunderabad-Hydera-bad

iii. Gudur-Arakonam

iv. Krishnacanal-Guntur-Tenali

V. Waltair-Gorapur

vi. Motumari-Jaggayapet

Unmanned Level Crossings

*408. SHRI RAJUBHAI A. PARMAR :
SHRIMATI VEENA VERMA :

WiU the Minister of RAILWAYS be pleased to state :

(a) what is the number and details of unmanned railway level crossings in Madhya Pradesh, Maharashtra, Gujarat, Bihar and the country as whole;

(b) the details of railway level cross ing accidents in States during 1992, 1993, 1994 and so far in 1995 indicating the lives lost and persons injured therein; and

(c) the number of level crossings, man ned and mechanised during these years and the plans for 1995 in this regard?

THE MINISTER OF RAILWAYS (SHRI C K. lAFFER SHARIEF): (a) Number and details of unmanned level crossings in Madhya Pradesh, Maharashtra, Gujarat, Bihar and the country as a whole.

1.	Madhya Pradesh	Central Railway	687
		Eastern Railway	2
		South Eastern Railway	899
		South Central Railway	33
		Western Railway	205
			1826
2.	Maharashtra	Central Railway	421
		South Eastern Railway	34[3]
		South Central Railway	426
		Western Railway	50
			144[0]
3.	Gujarat	Northern Railway	43
		Western Railway	296[6]
			300[3]

4.	Bihar	Eastern Railway	407
		North Eastern Railway	1039
		Northeast Frontier Railway	190
		South Eastern Railway	405
			2041
5.	Country as a whole	Central Railway	4085
		Eastern Railway	3489
		Northern Railway	2168
		North Eastern Railway	2324
		Northeast Frontier Railway	1701
		Southern Railway	2555
		South Central Railway	2592
		South Eastern Railway	687
		Western Railway	1457
			23058

(b) Details of Railway level crossing accidents in States during 1992, 1993, 1994 and 1995 :—

States	Year	No. of accidents at level crossings (manned and unmanned)	No. of persons killed	No. of persons injured
Gujarat	1992	5	5	13
Madhya Pradesh	1992	6	4	..
Bihar	1992	6	19	19
Maharashtra	1992	2	1	7
Gujarat	1993	7	12	20
Madhya Pradesh	1993	7	8	12
Bihar	1993	1	3	..
Maharashtra	1993	2	42	53
Gujarat	1994	8	17	50
Madhya Pradesh	1994	2	5	33
Bihar	1994	2	4	8
Maharashtra	1994	4	2	18
Gujarat	1995 (Upto 25.4.95)	3	1	6
Madhya Pradesh	"	—	—	—
Bihar	"	1	2	1
Maharashtra	"	3	10	1

(c) Number of unmanned level crossings, manned/mechanised during 1992, 1993 and 1994 and plans for 1995: *

Year	Manned	Mechanised (Provided with lifting barrier)
1992	54	29
1993	39	42
1994	189	39
1995	329	39

Expansion of Indo-Japan relations

*409. SHRI PRAGADA' 'KOTAIAHI :

-DR. SHRIKANT RAMCHANDRA JICHKAR :

. Will the Minister of fiXTE-RNAL AFFAIRS be plased to state :

(a) to what extent the relations of Indfa with Japan have recently expanded;

(b) whether the Japanese Prime Minister has vlisited India after the visit of Indian Prime Minister to Japan in June, 1992.

te) if not, what are the reasons therefor; and

(d) what is being done to expand our relations with Japan ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE): (a) Indo-Japan relations have expanded significantly in recent years, and trade and economic relations have shown an upward tuend.

(b) No, Sir.

(c) *An* invitation has been extended and is expected to be taken up at a mutually convenient date.

(d) Efforts are being made in political economic, trade and investment arena to tap the expanded potential of bilateral relations.

Reduction in prolciirement of rolling stock

*410. SHRI B, K. HARIPRASAD -. Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that there has been a drastic reduction jn procurement of rolling stock—coaches, wagons and locomotives;, if so, whether this would adversely affect the Railway's capacity to cope up with the growth in traffic;

(b) whether it is also a fact that a drastic cut in coach production has been effected, making the facihties at RCF Perambur and Kapurthala underutilised/ redundant, just to make resources available for the on-going unigauge work; and

(c) whether Government arc committed to minimise the'strain of borrowing capital at high cost and if so, how Government have proposed to borrow from the market a staggering Rs. 2250 croies for 1995-96 ?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b). No, Sir.

. (c> Due to dwindling budgetary support and internal generation of resources reaching to a point of saturation, Railways are constrained to put the market borrowings at Rs. 2250 crores for financing the' Annual Plan. An alternative would be to reduce the size of the plan which is not in the long term interests of the Railways. It, however, will be the endeavour during the course of the year too find other ways and ineans fo reduce the dependence on the market borrow-' ings.